

7 February 1962

SUBJECT: Monthly Commander's Report

TO: Chief, DIO

A. General

1. Naturally the big news of the month was getting TACKLE off the ground. Needless to say this has created much enthusiasm among the troops from both sides and we were all very disappointed when the subsequent missions were cancelled. We have taken aggressive action to work out any deficiencies in our MIINT duping procedures and our prompt delivery of the take. With a C-130 available to us it appears that we can meet a very satisfactory military air schedule for every mission except those run on Saturdays. On a Saturday mission it appears that COMAIR would be necessary for prompt delivery. This day is the only period where we have a wide schedule gap and unfortunately we ran into it on our first mission. [redacted] appeared very satisfied with the time element regarding the return take however. In case of emergency what would be the possibility of sending the C-130 all the way to Hawaii?

2. I have eliminated the local ODUNIT weather and intelligence support which was established prior to my arrival. I have done this for two reasons. First it falls more in line with our cover story to make this a complete [redacted] show. Secondly [redacted] can provide me with better products in both these areas and I feel that it eliminates a lot of superfluous personnel and actions.

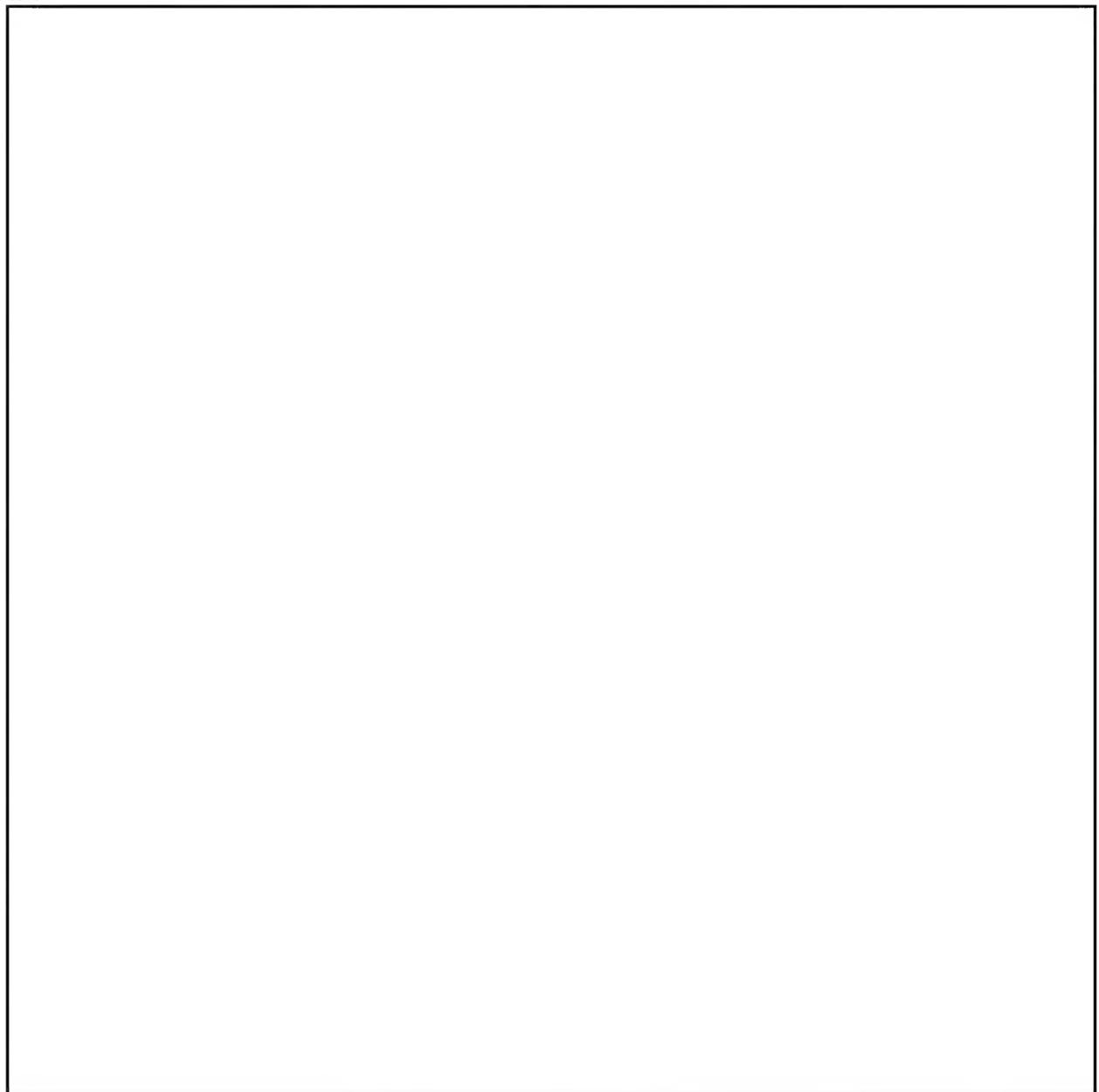
3. As you know we are going through the Badlands at a relatively low ELT on [redacted] 352. My only concern here is that your planners take this into consideration as regard to our climb performance penalty and initial penetration altitude if they decide to thrust right in across the straights here. We have been getting a lot of scramble activity from our training missions and I believe they will be pretty jumpy the next run. The new [redacted] (358) gives a good climb performance (right by the book).

B. Administration

1. Personnel Movements during January:

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4. Total expenditures for January 1962 were [redacted]
enclosed in Attachment 1.

Breakdown 25X1

C. Operations

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1. During the month of January, 18 [redacted] missions were flown. Fourteen were training missions, three test flights, and one operational mission. A total of 68:40 hours were flown. Three flights were cancelled. One due to weather, one for an early engine change ordered by Headquarters, and one due to maintenance. The operational mission was a success, and no unusual problems were encountered. Three flame-outs were experienced. Two were by [redacted] on training flights, and one by [redacted] on a test flight.

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Cause was attributed to extremely low tolerance of the engine-airframe combination while operating in the "Badlands" area.

2. The T-33 was flown a total of 51:40 hours. Training was accomplished as outlined in Attachment 2.

3. Three Pilots' Meetings were held. The Operational Mission was discussed at length by the [redacted] who flew it. Emergency procedures were reviewed with all pilots. Navigation procedures and flight line following techniques were discussed.

4. The Flight Planning Section reviewed all maps to insure availability of latest publications. Three new Training Missions were planned, to establish a firm fuel curve for [redacted] 352. The data was reduced and forwarded to Hqs.

5. The Photo Interpreter continued close liaison with and instruction of indigenous P.I.'s.

D. Material

1. New Supply Warehouseman arrived 7 January. Materiel Officer highly pleased with this individual's qualifications and initial enthusiasm for his assignment. Subject is learning the details of the job functions very quickly. On 12 January, the Supply Stock Records Technician departed from this station for the ZI.

2. Material problems appeared during this period but all were within local capability to correct. Logistic support by the ZI Project Depot continued at its customary high effectiveness. Several projects of an internal nature in the Supply Section involving inventories of FAK and SLOC items and the physical inspection of all on-shelf items for "out-of-date" or expired shelf life expectancy factors continued through this period.

E. Maintenance

1. Aircraft time at end of month is 1654.05.

2. On 17 January the [redacted] was down for engine replacement. At 0830 on 18 January engine installation was complete and [redacted] was tied down for trim run. Trim run turned out good except for one fuel leak at the outlet side of the fuel totalizer. Internal "O" ring replacement on fitting proved successful for repair of leak and no further trouble was encountered. Test flight was made on 19 January for duration of 2:30. There were three minor pilot write-ups on this flight. On the two successive flights after test flight, the drivers experienced engine flame-outs while climbing through the Badlands. Two more flights were made using same flight schedule but at a lower EGT setting. These flights turned out successfully, so upon the advise of the [redacted] technical representative and pilot agreement this new lower EGT setting was set up as the standard procedure for A/C and engine penetrating

the Badlands. 26 January sortie of 7:40 flown and had further trouble. Pilot on this flight reported he was unable to get proper EGT, RPM, or fuel flow at full throttle. It seemed apparent that we were encountering further trouble with the fuel control. 27 January replaced fuel control with the original fuel control and made trim run. Test flight of 7:40 made using the lower EGT setting as previously agreed upon. Flight turned out with good results. No further fuel control problems have been encountered to date.

F. Security

1. New commissary and BX cards were received during the month. All persons assigned to [redacted] now have commissary privileges.

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3. On 26 January IDENTITY P spent a full afternoon visiting our activity. He is the top military man in [redacted]. He appeared very interested in our operation and observed the recovery of a [redacted] from a training mission.

G. Personal Equipment

1. The Personal Equipment Section instructed all pilots in the use of the MD-1 seat pack, and the RES-Q-PAK life preserver was demonstrated.

2. An aluminum shield of local manufacture was installed on all Q207 seat packs. Its purpose is to protect the oxygen systems from damage by the weight of the survival equipment.

H. Special Equipment

1. All personnel have completed their annual leave and the Section is at full strength.

2. Four [redacted] missions were flown during the month, total film footage: 37,440. Mission HT-62-17 had a shutter malfunction for 280 feet. This malfunction appears to have been caused by the intermittent failure of an electrical relay in the programmer and not by the shutter. When investigation of trouble is completed the parts will be replaced.

I. Installations

The only major construction item this month was an office for the Materiel Supervisor. This was constructed by adding a small room to the outside of the Hangar area and I believe that it will increase the already efficient operation of this section.

J. Communications

1. In preparing the ELINT take from our first operational mission the shortcomings of the procedures for preparing the take for shipping and the duping procedures were exposed. Technical feed-back, corrective measures and other details have been exchanged with Headquarters by cable. The duping equipment is now in relative good condition and with the arrival of an additional duping rack and a review of procedures it is believed that the procedures and minimum time requirements laid down by Headquarters can be met.

2. Considerable work was done on cleaning up the telephone system at both the Hostel and Hangar. All field lines have been replaced with standard rubber drop cables. An eighteen pair cable has been run into the Hangar. This takes care of present requirements and leaves six spare pairs. There are at present three hot lines installed from the Hangar to Hostel, Hangar to [redacted] SUQ and Hangar to [redacted] weather building.

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Attachments:

- 1. Summary of January 1962 Expenditures, in dupl, h/w
- 2. Flying Accomplishment Chart, 1 copy, h/w
- 3. Identities, in trip, u/s/c

Distribution:

0 & 2, Hdqs, w/atts as stated